

A project is in contemplation for laying, along the line of the Birmingham and Gloucester Railway, pipes for the conveyance of brine from the salt-pits of Droitwich and Stokena Park, to Gloucester; to be manufactured there into salt. In addition to the cases we have already given of disputes between engineers and committees, we notice one between the Great Leeds and London, and Messrs. Higgins and Milford, who agreed to reduce their accounts from 10,000*l.* to 1,150*l.*—and another between Messrs. Candell and Branton, and the Liverpool, Preston, and North Union project, the plans of which were not deposited, though promised. "We have the best authority for stating," says the *Shareholder*, "that an Act will be introduced next session which makes it imperative on every member of a provisional committee to pay at once, before he is registered and authorized to act as such, his deposit on fifty shares, the same to be lodged in the accountant-general's hands, and not to be returned unless the company completes its obligations to the public.—Experiments of a highly satisfactory character have been made with regard to the application of Electro-magnetism to railway propulsion. The great difficulty to be surmounted is the weight and size of the galvanic batteries requisite for sufficient energy. To obviate this difficulty it has been proposed to have stationary batteries at regulated distances, and to make the rails themselves the conducting lines of the batteries.—The Grand Junction and Birmingham Company have just made a further reduction of fares. Between Liverpool and London the fares are reduced as follows:—Express and select trains, from 4*l.* to 3*l.*; first class, from 4*l.* to 3*l.*; second class, from 3*l.* to 2*l.* The fares between London and Chester, Lancaster and Preston, are reduced in the same proportion. Between Liverpool and Birmingham, the second class is reduced from 1*l.* to 10*s.* From London to Birmingham, the reductions are by express and select trains, first class, from 2*l.* to 25*s.*; by mixed fast and select trains, first class, from 2*l.* to 20*s.*; by mixed fast and select trains, second class, from 1*l.* to 14*s.*—The Old Town Hospital in Clyde-street, Glasgow, has been purchased by the Caledonian Railway for the sum of 17,000*l.* The same was exposed for sale in 1844 for 12,000*l.*, but did not find a purchaser.—A patent has recently been obtained in Prussia and Saxo-Warmer for a moveable railway. The carriage, or diligence, is provided with two series of rails, one on each side, and which, by some simple mechanism, move so that one of them is always under the wheels. Though the coach cannot run with the speed of a railway carriage, it can proceed twice as fast as other carriages on common roads, and may be employed where the gradients are strong. It may be drawn not only by an engine, but by horses.—Notices have been served upon the owners and occupiers of property within the limits of the proposed Central Railway Station, at Leeds, with the view of obtaining their assent to or dissent from that project. The estimate of this undertaking is now reduced from 500,000*l.* to 400,000*l.*, including the purchase of property and the erection of the station. Since the withdrawal of the Leeds and Manchester, the parties embarked in the scheme are the Leeds and London, the Leeds and York, and the Leeds and Dewsbury; the Leeds and Thirsk not having yet come to any final decision upon the subject.—The bridge erected over the occupation road near Hasell's farm, on the Eastern Union line, has, within a few months, given way, and is useless for railway purposes. The disruption of the masonry has been caused by the earth-work, now carried to the bridge, so pressing upon its foundation as to force the upper parts asunder.

GREAT WESTERN, BURETFORD, AND CENTRAL TRUNKING JUNCTION RAILWAY.—This line which passes through Brompton, and promises to destroy much of the new property there, will be violently opposed. A meeting of the inhabitants of Brompton was held on Thursday last, and some strong resolutions to that effect were passed unanimously.

BROAD AND NARROW GUAGE.—Numerous experiments have been tried (one of which was closed by a serious accident), but no satisfactory conclusion as to the relative merits has been arrived at. As far as they went, they appeared to be favourable to the broad gauge.

STATE OF THE GAS MAINS.

Sir,—The remarks of your correspondent "Carbon" upon this subject are very just so far as they extend. Having for many years past taken an interest in the subject, and given it much attention, I can bear testimony to the accuracy of his statements, of which, indeed, any person can have olfactory evidence by taking a walk some calm evening, and directing their steps near to the gaslights. And in this waste of gas to be wondered at, when we consider the barbarous method of laying down and joining the mains that is practised? "Old use and wont" here, as in too many other matters, is the rule of conduct, and of course the public suffer.—The duties of an inspector are most important, and should only be committed to one whose heart is likely to be in his work, and whose knowledge is commensurate.

How can a careless clerk or shopkeeper who has, perhaps, never handled a tool in his life, or a carpenter whose experience is in quite a different line, tell whether the workmanship that comes under his eye is properly done? It may present a fair seeming surface, and the inspector, conscious of his ignorance, seeks no further; the consequence is, that the laying of the mains and service pipes is in practice left to the labourers. No inspector should be above examining every pipe and joint with his own hands, before it is covered up, and he should see that every pipe has a firm bearing throughout its whole length; neglect of this precaution is of more evil consequence than is generally imagined.

Let it be understood that in my remarks I wish not to imply any disparagement to the inspectors as a body; no doubt they do their duty to the best of their power, and I believe they are mostly men of ability in general matters; what I contend for is, that practical men, of well-informed minds, are to be found, and that the employment of them in future, to the exclusion of non-practical men, would be attended with benefit both to the companies and to the public.—I am, Sir, &c.,
Camden Town, Dec. 1845. J. A. E.

GAS IN LONDON.

Sir,—I trust the day is drawing near when gas will be supplied only by meters. The result of this would be of the greatest benefit, not only to the consumer, but to the companies; to the consumers, from their having only to pay for the gas they actually consume, and not as at present, for the saving and honest to have to pay for the wasteful extravagance of the dishonest. To the companies, it would be a boon, by their being paid for all the gas they supply, which is far from the case by the scale system; and the consumption of gas would be increased to an extraordinary extent by the reduction that could necessarily be made, and the dividends would be much larger for the shareholders; and this is not mere assertion, for in the whole of Scotland, Liverpool, Manchester, Birkenhead, &c., or wherever gas is sold only by meter, the price is always smaller, and the dividends larger, than where the gas is sold by scale.

Gas can only be properly applied by means of the meter; and by this system the companies would be compelled to manufacture a better gas, and of a greater illuminating power, instead of the carburetted hydrogenated gas supplied at present; and this, without reference to price, would reduce the cost to the consumer nearly one-half.

The introduction of dry meters may be very well in such countries as are subject to severe frost, but in this country I do not think it at all necessary or requisite, as the wet metre has had many years' trial, and its accuracy and utility is satisfactorily proved. There are many in use at the present time, made under Crosey's patent, that have been fixed upwards of twenty years; their principle, of registering the quantity of gas passed through them, is the most beautiful, perfect, and at the same time, simple that can be imagined; and this has been felt and acknowledged, by the very large amount of damage awarded at different times for the infringement of the patent, and which would not have been given had it been the needless and inaccurate machine described by the supporters of the dry meters.

It has been falsely stated, that wet meters

are liable to an accumulation of water; by which means they are made to register incorrectly, and against the consumer; it is only so when in the hands of stupid and careless people.

It is the duty of the inspector of a gas company to attend upon the fixing of all meters, and explain their construction and mode of registering, so that it shall be properly understood by the party using it; but this is generally neglected, owing to the so-called inspectors being totally ignorant of it themselves; they can read the index, and that is all; and when any thing occurs so that they are required to act, they deliver a very wise and lucid harangue, and finish by recommending a dry meter, and thus screen their want of knowledge.

Gas companies should be compelled to supply gas only by meter, and of very different description to that manufactured at present; and the evidence given before committees of the House of Commons on this subject renders it a matter of surprise that this has not been done before; too much attention has been paid to price instead of quality.

I am, Sir, yours obediently,
December 18, 1845. "CARBON."

We learn that M. Peclet lately laid before the Society of Encouragement of Paris, a machine for purifying gas. It is composed of a horizontal cylinder, partly filled with lime water, the axis of which is covered with diaphragms of metallic canvas, turned slowly.

The following statement of the price of gas, and the receipts of the Liverpool Gas Company, shew that the receipts have greatly increased with the reduction in price:—

1839	10 <i>s.</i> per 1,000 feet	£24,266
1840	10 <i>s.</i> six months, and 8 <i>s.</i> six months,	26,188
1841	8 <i>s.</i>	27,133
1842	7 <i>s.</i>	28,979
1843	7 <i>s.</i>	30,591
1844	6 <i>s.</i> half-a-year	17,069
1845	6 <i>s.</i> half-a-year 5 <i>s.</i> half-a-year	33,021

FRENCH PROTESTANT EPISCOPAL CHURCH.

The church built in Bloomsbury-street, Bloomsbury-square, under the superintendence of Mr. Poynter, architect, for the French Protestants, was consecrated by the Bishop of London, on the 23rd ultimo. The ground on which it stands was purchased from the Commissioners of Woods and Forests for 2,600*l.* Mr. Byrne was the builder.

This congregation was first known in 1640, under the name of the "Westminster French Protestant Church," composed of merchants already established in London, and of refugees driven from their country by religious persecution. This church, it appeared, conformed to the discipline, and adopted the liturgy (translated into French) of the Church of England in the year 1661, when it was placed under the jurisdiction of the Bishop of London and the Archbishop of Canterbury, and obtained from Charles II. possession of the chapel of the Savoy, together with an annual stipend for its "preaching minister." Since that period the congregation has been subject to various vicissitudes, having been obliged to remove, first to a chapel in Spring-gardens, and to the Greek Church in Crown-street, and afterwards to a very humble chapel in Edward-street, Soho-square, from whence they will come to the new building in question, which is dedicated to St. John. The foundation-stone was laid on the 2nd of January last.

We have not yet examined the building.

ARCHAEOLOGICAL INSTITUTE.—At a recent meeting of the committee it was announced that the Archbishop of York had consented to be the patron of the next meeting, and that Lords Morpeth and Carlisle had accepted the office of vice-presidents on that occasion. The following foreign honorary members have recently been admitted:—H. A. J. Arwidson, president of the "Svenska Fornskrift Sällskapet," librarian-in-chief of the Stockholm Library; D. Thom, Esq., one of her Majesty's Consuls in China; the Chevalier Edouard Gerhard, Berlin; Dr. Theodor Panofka, professor of Archaeology, at Berlin; and the Comte de Laborde.